

VALUE ENGINEERING CHANGE PROPOSAL
MISSOURI DEPARTMENT OF TRANSPORTATION

Date 02-02-09

Contract ID 081024-601

Job No. J6S1961

County Jefferson/Ste. Genevieve

Original Bid Cost \$9,379,410.23

Contractor Iron Mountain Construction

By Don McGraw

Designed By MoDOT

Phone 314-792-6720

VECP# 09-10 (to be completed by C.O.)

VECP ☒ or VEC/PDU ☐

1. Description of existing requirements and proposed change(s). Advantages/Disadvantages

Original plans require milling transitions on the existing ramps at Rte I-55 and Rte 61 interchange and placing a 5 inch unbonded PCCP overlay. IMCS propose to eliminate the transition milling and concrete overlay on the four ramps at this location and increase cold mill at existing Rte 61 to allow 5 inch overlay from approximate station 122+00 to approximate station 137+50 matching the ramps at the existing grade. This change will allow clearance under the bridges to be maintained and eliminate replacing ramp sections that have recently been overlayed. Approval will also minimize the time to complete construction at this intersection.

2. Estimate of reduction in construction costs. \$116,427.00

3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.

No effect

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.

N/A

(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.

03/15/09

(date)

(effect)

6. Dates of any previous or concurrent submission of the same proposal.

N/A

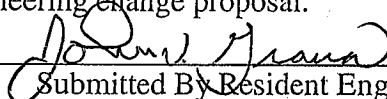
(date and/or dates)

Additional Comments:

**** Portion Below This Line To Be Filled Out by MoDOT ****

Comments:


Based on the Area Team review and discussions with Headquarters, the required minimum vertical clearance is 15 ft. 6 in. for bridges located in commercial zones. The minimum vertical clearance upon completion of the 5" unbonded overlay will be 15 ft. 9 in. Also the mill and fill scenario was reviewed prior to letting and discouraged since this project is being viewed as an overlay as opposed to a mill and fill project. Therefore, I do not recommend this value engineering change proposal.


Submitted By Resident Engineer

2/9/2009
Date

Comments: AFTER DISCUSSING WITH THE RE AS TO AGE OF EXISTING ASPHALT ON THE Ramps (10+12) AND THE PROSPECT OF HEAVY TRUCK TRAFFIC WE BELIEVE THE VE SHOULD BE REJECTED.

☐ Approval
Recommended
☒ Rejection
Recommended


District Engineer

2-11-09
Date


Comments:

☐ Approval
Recommended
☐ Rejection
Recommended

N/A
Federal Highway Administration
Required for FHWA Full Oversight Projects

Date

Comments:

Concur with the District recommendation. PAVEMENT condition of ramps were verified by the pavement designer in 

☐ Approval
☒ Rejection

State Construction and Materials Engineer

3-16-09
Date

VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

- ☐ Bridge/Structure/Footings
- ☐ Drainage Structures (RCP, RCB, CMP's, ect.)
- ☐ TCP/MOT
- ☒ Paving (PCCP, ect.)
- ☐ Grading/MSE Walls
- ☐ Signal/Lighting/ITS
- ☐ Misc. _____

SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

Eliminate transition milling and overlay on ramps by increasing milling on mainline to allow matching ramps at grade.

SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.